



# THE AIR FORCES ESCAPE and EVASION SOCIETY

1994-95 WINTER COMMUNICATIONS

Volume 8 - Number 1

December 1, 1994

Wichita Falls, Texas



**AFEES Attend Ceremony Before the Cross of Lorraine at Mont-Valerien**

*See 'Springtime in Paris,' page 3*



# AIR FORCES ESCAPE EVASION SOCIETY COMMUNICATIONS



Volume 8 - Number 1

Winter 1994-95



AFEES COMMUNICATIONS  
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AFEES IS A TAX-EXEMPT VETERANS ORGANIZATION UNDER IRS CODE 501(C)(19). IT WAS FOUNDED IN 1964 AND IS CHARTERED IN THE STATE OF GEORGIA. THE SOCIETY'S PURPOSE IS TO ENCOURAGE MEMBERS HELPED BY THE RESISTANCE ORGANIZATIONS OR PATRIOTIC NATIONALS TO CONTINUE EXISTING FRIENDSHIPS OR RENEW RELATIONSHIPS WITH THOSE WHO HELPED THEM DURING THEIR ESCAPE OR EVASION.

ELIGIBILITY REQUIRES THAT ONE MUST HAVE BEEN A U.S. AIRMAN, HE MUST HAVE BEEN FORCED DOWN BEHIND ENEMY LINES AND AVOIDED CAPTIVITY, OR ESCAPED FROM CAPTIVITY TO RETURN TO ALLIED CONTROL. IN ADDITION TO FULL MEMBERSHIP, OTHER CATEGORIES OF MEMBERSHIP ARE: HELPER MEMBERS, AND FRIEND MEMBERS.

## Ralph Patton Has Moved

PLEASE NOTE: Ralph Patton, our Chairman, reports that many people are not aware of his new address. When contacting him, use of his current address will save him and the postoffice some hassle time.

Reach him in this manner:

**RALPH K. PATTON**  
5000 Alden Drive  
Pittsburgh, PA 15220

Telephone: 412/343-8570

## NEW EDITOR GOES TO WORK

Larry Grauerholz of Wichita Falls, Texas, has assumed the responsibility of serving as editor of the AFEES Newsletter with this issue. He succeeds the late Harry Dolph, who passed away last June 12.

As a navigator with the Stakes crew of the 96th BG, Grauerholz went down on January 5, 1944, on the raid to the Bordeaux airfield. With the aid of the Resistance and the Maquis, he successfully evaded through Spain and Gibraltar. His evasion story is chronicled in Martin Bowman's book, *Home By Christmas*.

After the war, Larry and his wife, the former Ruth Luckett of Jackson, Mississippi, published weekly newspapers in Arkansas and Texas. Later both were employed by the *Times and Record News* in Wichita Falls.

They make their retirement home in Archer County, Texas, where they run a few cows, raise bees and do some gardening. Most of their children are employed in the field of communications.

The *AFEES Communicator* will be published on a quarterly basis and will be printed and mailed in Wichita Falls.

## AFEES 1995 ANNUAL MEETING IN TORONTO

Details of the next annual meeting of AFEES have not been settled, but we have agreed on a joint meeting with the RAFES (Canadian branch) in Toronto the weekend of September 24, 1995.

Details will be forthcoming in a special mailing shortly after January 1.

# AFEES Visit Paris in the Springtime

By RALPH PATTON

Sixty-seven AFEES members and friends have a number of reasons to hum that popular old song, "I Love Paris in the Springtime". Thanks to the efforts of Yves Malecot, president of O.R.A. (Organization of the Resistance of the Army), May 19, 1994, was a day these Americans and Canadians will never forget.

This memorable day started at 8:30 a.m. when we were picked up at our

### PICTURE

#### On Front Cover

Paris Hilton Hotel for a Gendarme-escorted bus ride through Paris to Mont Valerien, the most sacred monument to the Resistance in all France. We were honored by the presence of Mr. Charles Pasqua, Minister of State, Minister of the Interior, and President of the General Council of the Department of Hauts-de-Seine.

Originally built as a fort, the Germans took Mont Valerien in 1939 and made it the execution grounds for more than 4,500 members of the French Resistance. The French government, under Charles DeGaulle, dedicated it as a commemorative monument of World War II in 1946.

An impressive and solemn ceremony started with the arrival of Minister Pasqua, including a French military band and honor guards and the laying of wreaths at the "Flame du Souvenir". We were honored and privileged to be permitted to enter the sacred crypt behind the massive memorial wall

where we found six coffins, each representing the six essential phases of the long fight from the declaration of war until VE Day.

Following the ceremony at Mont Valerien, we moved a short distance for equally moving ceremonies at the American Cemetery at Suresnes. Wreaths were placed at the foot of the Tomb of the Unknown Soldier by French Minister Pasqua, and Pierre Bauset and Ralph Patton. Suresnes is an American cemetery for World War I casualties but includes a few from World War II. The American superintendent and his assistant were most gracious and received the large delegation of French, Canadian, British, and Americans very warmly.

Following the moving ceremonies at Suresnes the entourage reboarded their coaches for the short trip to the famed "Arc de Triomphe" at Place Charles de Gaulle in the heart of Paris. Without disturbing the amazing traffic around the Arc, our delegation deposited our floral wreaths by the Eternal Flame to the accompaniment of stirring music of the French military band. With the rousing strains of the Marseillaise still bouncing around in our thoughts, we were invited to sign the "livre d'Or" at the Arc de Triomphe.

Our buses then transported us the the beautiful Paris Hotel de Ville where the associate mayor of Paris received us in a very colorful ceremony. Our AFEES Blue Book was presented to the city of Paris by Ralph Patton.

This "day to remember" was concluded with a very warm, informal

### TWO-HOUR VIDEO AVAILABLE

A two-hour video tape of the AFEES trip to France last May is available for a \$25 contribution to AFEES. The tape isn't of professional quality, but it is colorful and the music is rousing.

If interested, send your check for \$25 or more, made out to AFEES, to: Ralph Patton, 5000 Alden Dr., Pittsburgh, PA 15220-1023.

reception for invited Helper guests at the Hotel Hilton in the shadow of the Eiffel Tower. This reception, sponsored by AFEES, was, for the Helpers, one of the highlights of our visit to France. We have received numerous complimentary comments from our French friends.

This beautiful, action-packed day of May 19 was preceded by a memorable reception on May 18 sponsored by the Federation Nationale Andre-Maginot, a French veterans organization of over 100,000 members with beautiful offices on Blvd. Saint Germaine in the heart of Paris.

"I Love Paris in the Springtime" is more than a song to those members of AFEES and RAFES (Canadian Branch) who enjoyed the hospitality of our French friends this past May. It is a fact for 67 of us. More than anyone else, Leslie Atkinson made it possible. Yes, it took hundreds of friends to make it work, but only one can pull it all together.

THANK YOU, LES!



# Dutch TV Interviews Bud Duerr

By JEAN BRYANT

Staff Writer

Pittsburgh (Pa.) Post-Gazette

Not everyone can relive part of their life for posterity.

But Bud Duerr, 72, of Munhall, Pa., will get that opportunity when he steps before television cameras to recall hair-raising moments as a tail gunner with the Eight Air Force's 392nd Bomber Group during World War II.

Dutch television will include Duerr in a documentary of Dutch liberation from the Nazis May 4, 1945. The filming will take place Sept. 13-14 at Wright Patterson Air Force Base in Dayton, Ohio.

Duerr and a 10-man crew were on a bombing mission over Germany when their B-24, names "The Jolly Duck," was hit by flak from German anti-aircraft. The plane was forced to crash land in Holland, which was occupied by the Germans. Members of the Dutch Resistance rescued Duerr and four others.

Dick Jansen, a journalist for Dutch Public Television, who is in Massachusetts to coordinate the project, says the film will focus on Jolly Duck crew member John McCormick, a waist gunner, and three other members of the Allied Forces.

A native of Scranton, Pa., McCormick joined the Dutch underground resistance after he was rescued. He has been credited with helping to kill 100 Nazis during an attack on Dutch Underground headquarters in The Hague.

"The documentary will highlight the lives of soldiers who participated in the liberation," Jansen says. "They were basically Americans and Canadians. We already shot one story of a Canadian soldier from Calgary."

According to Duerr, on Feb. 22, 1945, The Jolly Duck was bombing a railroad yard in Norhausen, Germany, when they got hit.

"We lost an engine . . . We were

(Continued on Next Page)



Bud Duerr of Munhall, Pa., leafs through photographs he took while visiting graves of Resistance workers during a visit to Holland.

## . . . Looking for Sgt. McCormick

In early September 1994, a five-man Dutch T.V. crew came to the U.S. to film a documentary honoring Sgt. John McCormick of Scranton, Pa.

Sgt. McCormick was a gunner on a B-24 that was badly crippled on a mission over Germany and crash landed in Holland. After a few days of wandering around the Dutch countryside, McCormick was picked up by the Dutch Underground. On April 26, 1945, McCormick was killed fighting with the resistance. He is credited with killing over 100 Germans.

AFEES member Bud Duerr of Munhall, Pa., a member of the same crew as McCormick, and his wife Fanny, were invited to the Air Force Museum in Dayton, Ohio, by the T.V. crew to film part of the story inside the B-24 on display there. Duerr was interviewed about the mission and what information he could give them about McCormick. The only known surviving crew member, Francis Nagel of Wisconsin, was also invited.

The documentary will be shown on Dutch television on May 4, 1995, the 50th anniversary of the liberation of Holland.



MORE ABOUT --

# Dutch tv crew

(CONTINUED)

coming out of Germany over the North Sea, trying to get back to our base in England."

Realizing they might not make it to the base, Duerr says, pilot Joe Walker of Duquesne tried to make it to Belgium, which had already been liberated from the Nazis.

But the crippled plane lost another engine and Walker crash-landed in Zoeterwoude, Holland.

"I can't describe the feeling waiting to crash," says Duerr. "And what a feeling to find you weren't killed."

Suffering mostly from bumps and bruises, the crew formed pairs and hit the ground running.

Duerr was paired with McCormick. The two fled to a barn they spotted not far from the plane.

Using a ladder to peer out a barn window, Duerr saw a group of people calling for him and McCormick to come out.

"I went to get John but he had left on his own," says Duerr. "I never saw him again."

The people outside the barn turned out to be members of the Dutch Resistance, who had already picked up three members of the crew.

McCormick had been picked up by another group. Five other crewmen had been captured by Germans and taken prisoner.

The Resistance sent Duerr and crew member John Donohue to a farmhouse, where they received civilian clothes and later hid beneath floor boards while Nazis searched the premises. Later, the two men were moved to an apartment building in the Hague, where they hid out with the

family of Peter and Gladys de Carpentier for eight months.

Duerr says McCormick was active in the Dutch resistance movement for more than two months. Five days before the war ended, he was killed when the Germans raided the underground's headquarters. But the Nazis paid a heavy price in the clash with McCormick and other members of the Resistance. McCormick became a hero in Holland, Duerr says.

Now, as the May 4 anniversary approaches, the Dutch want to know more about the American heroes who helped free their land. They picked three members of the Allied forces to honor by name -- a sailor, a soldier and an airman. McCormick was the chosen airman.

Duerr is being asked to share his memories as one who knew McCormick from the time they flew together out of Wendling U.S. Air Force Base, England. "John and I used to talk about how good it would be to finish up and come back home ... I was on my last mission when we got hit."

Duerr says McCormick's father gave permission for him to be buried in Holland. His grave site is near the old Dutch Reformed Church in The Hague.

McCormick's only family consists of a step-brother who lives in California. No one in Scranton seems to remember McCormick. That mystifies the Dutch, Duerr says.

"He's like their hero. They wonder why he wasn't considered a hero in Scranton."

Duerr says he and his wife were invited to come to Holland by Allied Aircraft Helpers, an organization of former underground agents. The Duerrs stayed at the home of a daughter of the de Carpentiers, both now deceased. They visited the grave and laid a wreath there.

Duerr says the television documentary will serve to remind everyone of the young Americans and others who fought side by side with the Dutch to help liberate Holland.

## Duerr Reports on Dayton Trip

Dear AFEES friends:

My wife and I went to Dayton and Wright Patterson Air Force Base as guests of the Dutch TV. As usual the Dutch are such great people. We all enjoyed each other during the filming of the documentary for John McCormick.

It was great to see a crew member who I haven't seen in 50 years, Francis Nagle from Wisconsin. We talked non-stop for about 4 hours. He was on his first mission and was taken prisoner to Germany. I was on my 35th and last and was picked up by the Dutch Resistance. John McCormick flew about four missions with me. After 4 days he met with the Dutch Resistance.

We were given clearance to film and be on the grounds at the Air Force base but there was so much noise and the sound system is so sensitive we had to leave and go to the Air Force Museum. They filmed on the runways during the day and at night inside the museum where there is a B-24.

The crew worked very hard and the documentary is to be shown in Holland on May 4, 1995, for their Liberation anniversary. They promised to send me a copy, but we are hoping we can be there also.

It was quite emotional to relive all that occurred fifty years ago. ----- BUD

## B-1B ejection seats found to be defective

LANGLEY AFB, Va. (AFNS)—Air Combat Command restricted 18 of its B-1B aircraft from flying after finding a defect in some of the ejection seats.

Five of the aircraft are at Dyess AFB, Texas, five are at Ellsworth AFB, S.D., two are at McConnell AFB, Kan., and six are in depot maintenance at Tinker AFB, Okla.

ACC officials said no other aircraft are affected, including the B-1Bs deployed to Roswell, N.M., for the final phase of the congressionally-mandated B-1B Operational Readiness Assessment.

## Worth Repeating

"The true test of a civilization is not the census, nor the size of its cities, nor the crops -- no, but the kind of man the country turns out."

--Ralph Waldo Emerson



# AIR FORCES

## Escape & Evasion Society

9 GEORGIA PARK

— CONROE, TEXAS 77302

James J. Goebel, Jr., President

To all the gentlemen of AFEES and their ladies.

This year of 1994 is fast passing into history and within another five weeks we'll be into the middle of the holiday season and a feeling of general good cheer should prevail.

With the loss of Harry Dolph the various functions and communications of AFEES has stumbled a bit but now seems to have regained its former services to all members of record. Our chairman of the board, Ralph Patton, continues to be 'Johnnie on the Spot', as regards getting all the loose ends functioning as they should. He, along with Paul Kenney, is trying to coordinate our next meeting, in conjunction with the RAFEES-Canadians, to be held in Toronto, Canada next September. If this comes into being it will be an affair that will be long remembered and will be the result of the efforts of many people. Much though has been given to a location that will be of ready access to all attending and the quality of accommodations and areas of interest for all. As plans are finalized word will go out to all members with the greatest haste possible.

Larry Grauerholz has graciously taken over the task of editing and production of the AFEES Newsletter. Thank the Lord for people like Larry and his wife, Ruth. It's a lot of work and if Larry calls upon you for help please do so readily. Letters from Europe indicate the newsletter is being received in acceptable time and is much appreciated. I flew into Wright-Patterson AFB and the East Anglia WWII control tower is taking shape, some original bricks and all.

May all of you and your loved ones enjoy good health, the joy of the coming holidays, each other and each new day. God bless you all-----

Jim Goebel Jr.



# Thanks, Harry Dolph, for showing us the way

By Claude Murray

Having evaded in Holland almost as long as Harry -- he 9 months and me 8 months (at almost the same time of the year), -- I think I had something in common with him. Having published the 7th Photo Group newsletter/magazine for 8 years as Harry did for AFEES with *Communications*, I think I had something in common with him. Having written my war story, *Flight Boots to Wooden Shoes*, as Harry did with his *The Evader*, and as Clayton David did with his *They Helped Me Escape*, I know we had something in common.

But, if you have not recorded your war story for posterity and your family, **YOU ARE NOT READY FOR THIS!** To quote from a recent issue of *The Briefing*, the B-24 newsletter, "Never mind if you think you are not a capable writer. I've got news for you: You're probably better than you think you are. A regrettable tendency in American society is to hide any displays of intelligence behind slang and bad grammar. We all do it. And yet we all possess the tools of the English language that allow us to express ourselves clearly, if we

## USED STAMPS NEEDED

DAV workers and the Senior Citizen Volunteers of the Buffalo, N.Y., Chapter of the American Lung Association collect and donate canceled postage stamps in VA hospitals in Buffalo, Washington and Tucson, Ariz. You can send used stamps to Stamps for Veterans, c/o Bernie Elmore, PO Box 398, Depew, NY 14043-0398

Reprints of Readers Digest's condensed version of "The Evader" are available as long as they last from Paul Kenney at 5400 Post Road Pass, Stone Mountain, GA 30088

will only take pride in our own intelligence and do so. Never mind that you don't have the latest computer on which to write your journal.

"Speak it into a tape recorder, write it long-hand, type it on the old Olivetti in the attic, but get your story down where others can read it. We've all heard stories from veterans who say their families have no interest in what they did in the war. But increasingly, that is changing. Descendants are waking up to the importance of what you lived through and they will want to know your stories.

"Do you have any photos, orders, manuals or mementoes? Photograph them for inclusion in your memoirs. And remember how important old orders can be in jogging memories of a half-century ago. When your memoirs are complete, photocopy them and make them available to family members, the local historical society, your own reunion association, university libraries and AFEES."

Most of all, just do it!

Thanks, Harry, for showing us the way.

## Ken Sorgenfrei Saluted in France

In the presence of numerous personalities, Ken Sorgenfrei was presented with the French Legion of Honor at Grenoble, France, on August 23, 1994.

Those present included Mrs. Pamela Harriman, U.S. Ambassador to France, Mr. Jean-Jacques Beucler, ex Minister of Veterans affairs, Mr. Gadbin, prefect of the department of Isere and numerous high ranking members of the government and the military.

1st Lt. Ken Sorgenfrei was first pilot on a B-24 flying out of Spinazzola, Italy. They called themselves "The Sorgenfrei Crew" and their motto was "The pure American Crew." The ethnic mix of this crew was such that the tongue-in-cheek nature of this motto would be quite obvious to anyone who saw the crew roster.

On July 19, 1944, flying their last mission to complete their tour, they were shot down in the French Alps after dropping their bombs on the railroad marshalling yards at Munich. They landed in an area where the Resistance was very active and at a time when they were very bold. "The Sorgenfrei Crew" lived and fought with the Resistance for over two months until Southern France was invaded by the Allies.

The story of this outstanding adventure of a whole crew is recorded in a book (written in French) recently published, titled *Onze Americains Tombes Du Ciel*, (Eleven Americans Fall From the Sky).

Congratulations to Ken,

# Dick Munsen returns to scene of '44 crash

Richard Munsen and his wife Katherine were contacted about AFEES by Clayton and Scotty David early in 1993, just in time for them to become members and attend the AFEES reunion in St. Louis. There they met helper, Ivo Matusic from Croatia. They have since been exposed to some great new experiences, some of which are related in the following letter.

## DEAR FRIENDS

Dick and I returned last week from a fabulous trip to Croatia. We were the guests of Ivo and Milka Matusic staying with them in their lovely home for five days. Unbeknownst to us Ivo had planned to open an exhibition documenting the Partisan Resistance movement from World War II to coincide with our visit. Ivo has compiled pictures and information about Harvey Klapp, Joe Maloney, John Rucigay, Dick and several other airmen who were assisted by the Partisans in the area near Rijeka. With diligence and hard work he has done a masterful job in documenting men and crews helped by the Partisans. The exhibit also includes a machine gun, a U. S. Air Force flight suit, a B-24 propeller, other memorabilia and a few books. We were impressed!

Most amazing was the publicity given the opening and the festivities planned to honor Dick. Posters had been placed in strategic places and at noon on Saturday a plane flew over Matulji and Kastav, letting out 10,000 fliers about the exhibit. When Ivo does something he thinks BIG! The exhibit was held on Saturday night September 10 in Kastav a picturesque medieval town near Matulji. Two representatives from the U. S. embassy in Zagreb were present as well as the area legislative representative. Two pilots from the Croatian Air Force (including the commanding officer) local dignitaries, former Partisans and others who were helpers, a 26-piece band, a community choir of 22 voices and on and on. Our interpreter told us we were playing second fiddle to the Pope! More people had planned to attend the exhibition, but had to stay in Zagreb because of the Pope's visit the same day.

Ivo has not secured a permanent place for his display but at present it is housed in a city administration building. There were speeches and we

were provided with an excellent interpreter. Dick responded and presented the mayor of Kastav (a charming lady) with a plaque expressing appreciation for the sacrifices the Partisans made in saving him and his crew from capture. He also gave the mayor a copy of *BAIL OUT OVER THE BALKANS*, a book telling about Dick's 45 days in Yugoslavia in March/April of 1944. Information from two diaries made it possible to document places and experiences the encountered.

Dick and his crew were not in Kastav, for it was well controlled by the Germans but they did stay in Kosi, a little village about 2 or 3 miles from Kastav. Landing so near the Germans, it's a wonder the men were hidden in a home with a hidden-cellar room, a room where many airmen in turn escaped German capture. The celebration Sunday morning was held in Kosi and it was awesome. About 300 people stood in the town square to hear the speeches and the choir sing. The highlight was the unveiling of a 2 x 3 memorial plaque of black granite on a large rock in the town square. Along with the AFEES logo the inscription on the plaque reads:

*Memories of 18th March, 1944. American pilot Richard Munsen and his crew flying a B-17 crashed in the woods of Luzina. Kosi. September 11 1994.*

The band played the Croatian National Anthem followed by the Star Spangled Banner. -It was a moving experience -- certainly as touching for us as it has been for any Olympic gold medalist. Dick had come to say "thank you" to the helpers in Kosi and instead they recognized him in this magnificent way. In his short speech Dick said he was a representative for the more than 200 Allied airmen who had been assisted by the people in this area of Croatia. He also gave tribute to our airmen and the Partisans who sacrificed their lives.

We wish that his crew and each of you who were helped by these wonderful people could have been present and received recognition. It was a day of celebration for the villagers in Kosi and we met many helpers -- women who had prepared meals and sheltered the men the doctor who had checked Dick's knee. Dr. Blecnic a vivacious man about Ivo's age who was in charge of three Partisan hospitals in WWII gave a spirited extemporaneous speech. There were many toasts with rakija and wine flowed. Our hearts go out to these people who are victims again of a war torn country. True, there has been no fighting in northern Croatia, but everyone suffers from the depressed economy.

KAY AND DICK MUNSEN

1027 8th Street  
Story City IA 50248

Editor's Note - Dick's book is available from him personally for \$16 in soft cover and \$21 in hardback including postage. Don't forget to ask him to autograph your copy!



# WWII fliers recall their great escapes

From the *Fort Worth Star-Telegram*, April 17, 1994

By Max B. Baker

FORT WORTH, Texas -- Jacqueline Guy remembers as a 15-year-old girl, sitting on a bench in Paris' botanical gardens during World War II. On another bench is a downed British flier who is dressed in civilian clothes and trying to escape.

Out there, in the dark, among the garden's dense bushes, is a member of the French Resistance. He is waiting to rendezvous and return the aviator to this unit in England. But walking through the gardens are several German soldiers.

Guy relived the cloak-and-dagger episodes of her youth yesterday during the annual convention of the Air Forces Escape and Evasion Society, where she sought information about the fliers her family helped.

Guy recalled that a French woman walked up and asked her for payment for using the bench during her visit to the gardens. Guy paid, then held her breath as the woman turned and asked the pilot for money.

He could not speak French. "I didn't know what he would do," said Guy, who knew that a German soldier was on patrol nearby. "But then he held out his hand with some money. She took what she wanted and left."

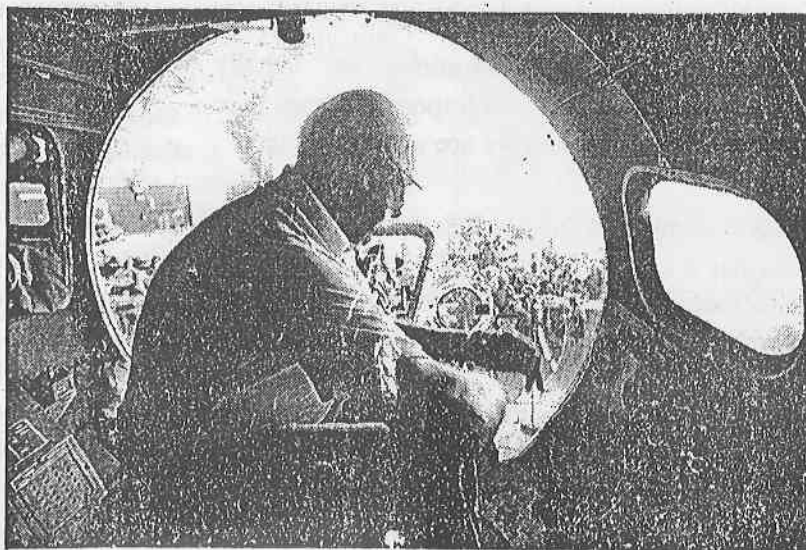
Then the pilot slipped away into the night.

"It was the most exciting part of my life," said Guy, now a 66-year-old grandmother who lives in Houston. "These people [the aviators] were there to help us and we were there to help them."

## Worth Repeating

"Nothing gives one person so much advantage over another as to remain always cool and unruffled under all circumstances."

-- Thomas Jefferson



Former B-17 crewman Richard Hobt of Fort Worth inspects one of the old bombers at the Escape and Evasion Society convention.

Meeting this year in Fort Worth, the Escape and Evasion Society brings together fliers, primarily from World War II, who were shot down and evaded enemy ground troops or escaped with the help of families in Belgium, France and the Netherlands.

Yesterday, about 200 members of the group, and a few of their rescuers, held a barbecue at a hangar at Fort Worth Meacham Airport under the clear bubble nose of "Chuckie," a B-17 Flying Fortress that is being restored.

As a trio of women sang songs from the 1940s, Guy and others remembered what it was like, to be young, in danger and a part of history. Many of them are now in their 70s and bent by age. One man recently had heart bypass surgery.

But it was not hard to imagine them as thin, robust, leather-clad pilots, navigators and bombardiers who hoisted themselves into bombers — including some that were made across town at what was then the Consolidated Aircraft plant.

And there was a rejuvenating warmth in the hugs and tears between the old soldiers and the families who risked their lives for them 50 years ago.

Gilbert Shawn, 73, remembered spending six months hiding in the Belgian hills after his B-24 Liberator was shot down in 1944. Because his name was too hard for the locals to pronounce, he was code-named "President Roosevelt."

Frank Cauberg, 72, a white-haired retired tire company executive from Belgium, said that when he was in his 20s, he was essentially a terrorist who robbed banks to help provide for the pilots.

"It was a life of hiding and running," Cauberg said.

William L. Cramer Jr. of Bedford retold how his B-17 was shot down during the Battle of the Bulge in 1944. He and his co-pilot were captured by the Germans and tied up. He broke loose and beat his German guard to death, then fought with the French Resistance until he collapsed from wounds he suffered.

Guy said her father would sneak extra food from the countryside to feed the pilots. The pilots slept in Guy's bedroom, and she would sleep in the hallway until they got a signal on BBC radio to take them to the gardens.

Four years ago, Guy was reunited with the British flier who paid for using the bench. He escaped through Spain, where he was held in prison for not having the proper papers, before reaching Gibraltar and then England.

"We had to do something [for the fliers.] There would be no France today without them," Guy said.

Guy does not know what happened to the other 12 men her family helped. Some of them were Americans. But she said that to her, all of the men at yesterday's reunion are a part of her family.

"I feel like all of these men were in my home."



# CAN YOU HELP US?

When we get difficult inquiries we usually answer them in a few days. The impossible ones take a little longer and sometimes we are without a lead.

AFEES member George Michel of Racine, Wisconsin, has a helper, Daniel Millet of France who is trying to locate a pilot and an airman who went down near Fontaine-Le-Port, about 60 km south of Paris, during the summer of 1944. They were apparently liberated and reunited with the American Army on August 26, 1944. They were known only by their first names, Charles and Robert. Robert is believed to have been a jockey from near New York City. We have individual pictures taken of them in front of a stone wall behind a house. George Michel reports the wall was still there as he took pictures of it during October 1993.

Do any of you who evaded into Switzerland remember being passed through a house that stood across the French/Swiss border? The people living in the house were Swiss and the family name was MONNOT. The older generation is deceased, but the children who were home at the time would like to locate some of the airmen that passed over the border by going through their house and out the basement.

Rene J. Defourneauz, Major, U.S. Army (Ret.) is a nephew of the MONNOTs and now lives in Indianapolis, Indiana. During WWII he was a French agent and was dropped into France by the Carpetbaggers of the 801/492 Bomb Group. Rene appeared on the symposium at the 8th A.F. Historical Society reunion in San Diego.

If you have leads on either of the above, please contact Clayton & Scotty David, Hannibal, Mo.

## Air Force Traveling Down a Quality Road

By SMSgt. Denton Lankford  
*Air Force News Service*

MAXWELL AFB, Ala. — Secretary of the Air Force Sheila E. Widnall said Oct. 11, one of the most difficult tasks the Air Force faces in implementing quality initiatives is "explaining to our people just what quality means."

Her comments were made as keynote speaker for the second Air Force Quality Symposium hosted by the quality institute here. Kicking off the week-long quality symposium, she said, "Quality is a vision and a commitment."

### Stalag Reunion Slated

The 50th anniversary reunion of Stalag Luft III, Former Prisoners of War, will be held on May 11-14, 1995 in Cincinnati, Ohio. Featured speaker will be Neil Armstrong at the Saturday night banquet.

For additional information, contact Robert Weinberg, 2229 Rock Creek Drive, Kerrville, Texas 78028-6503. Telephone 210/257-4643.

Widnall said these are two of the most difficult concepts to transmit throughout a diverse and inherently hierarchical organization such as the Air Force.

She explained that a commitment to organizational improvement combined with the tools necessary to enable and encourage the improvement is the quality vision for the Air Force.

"The essence of Quality Air Force is improvement. And the use of metrics, or in non-quality jargon, the application of simple measurement tools, is essential so true improvement can be seen and built upon," the secretary said.

She reminded the 2,000 attendees, who included all Air Force commands, Army, Navy, Marines, Royal Air Force and the Royal Canadian Air Force, the Air Force launched its quality program but three years ago. "If we keep moving down this quality road, all I can say is you ain't seen nothing yet."

"Quality," she said, "is best characterized by General (Merrill A.) McPeak—it is not a destination but a journey."

During the 1970s, Widnall said, the Air Force recognized a serious problem. "We were experiencing far too many aircraft accidents and losing far too many people. Experience levels had fallen since the end of the Vietnam war."

She said the Air Force response was a "quality" type approach. Air Force leadership set up safety teams to determine why the service was losing so many aircraft and people.

She said as the Air Force moves further down the road to a quality Air Force, it will see thousands of improvements both great and small.

### DFC Society Planned

The first Distinguished Flying Cross was awarded to Charles A. Lindbergh in 1927 and the only civilian to ever receive the award was Amelia Earhart.

Al Ciurczak, USAF (Ret.) is interested in forming a Distinguished Flying Cross Society. If you have earned the award and are interested in Al's project, you may contact him by writing Alexander D. Ciurczak, 34552 Camino Capistrano, Capistrano, CA 92624-1232



# Al Sanders, wife honored in Belgium

From *Florida Today*, Melbourne, Florida, October, 1994.

By MILT SALAMON

As pilot of a B-24 that crashed in Belgium 50 years earlier, Al Sanders of Rockledge was pleased to be asked to help celebrate that nation's liberation from German rule. But little did Al know!

From his and Millie's arrival at Brussels Airport on August 31 to their departure on September 7, it was nonstop activity.

And they were the guests of honor!

*L'Amerique Deportee*  
by  
Catherine Rothman-Le Dret

Published in French by:

Presses Universitaires de Nancy  
42-44 ave. de la Liberation  
B. P. 3347  
54014 Nancy  
France

This is the fascinating story of Virginia d'Albert Lake, an American woman married to a French man, who elected to stay with her husband in France during the German occupation.

Virginia was arrested near Chateaudun on June 9th by three men of the German Feldgendarmerie while escorting several American Airmen to the Forest at Freteval. The fact that she was American probably saved her life, but it did not save her from brutal treatment at the hands of several Gestapo officers or from many months of inhuman living in the concentration camp at Ravensbruck.

Virginia and her husband Philippe were guests of AFEES at our Orlando reunion in 1975. They were our guests at lunch on May 14, 1994 as we celebrated the 50th anniversary of Rseau Shelburne in Plouha, France.

*L'Amerique Deportee* is must reading for any evader who can read French. Hopefully, it will be translated into English in 1995.

"We were the centerpieces of the events," Al marvels. He and Millie are shown in three photos in the September 7 issue of *Mercredi* ("Alfred Sander Returns on a 'Pilgrimage'"). A long article in *Le Soir* on September 5 shows Al driving the lead jeep in a ceremonial convoy.

His B-24 Liberator was bombing Leipzig, Germany, on May 28, 1944, when its number three engine was hit. As Al turned toward England, the number four engine stopped. Then inside Belgium, so did number two. "I still had control of the aircraft but it was losing altitude," Al says. "I bailed out the crew, two at a time about twenty miles apart. I left it myself when number one was overheating. The aircraft crashed near Ronquieres and I landed near Henripont, about a mile away.

"And then the chase began.

"Five crew members were caught by the Germans immediately. Four were never captured. I was hidden fourteen times, and lived with fourteen families. On two occasions I was betrayed by traitors but managed to escape with the help of the Belgian White Army, the underground," he said.

"I was hiding in haystacks. It was like a grade-B movie." Finally, on September 1, 1944, after capture weeks earlier by the Gestapo, Al escaped from a prison train headed for Germany and found freedom.

Four Belgian towns and villages were involved in the recent celebration.

From Al's notes: August 31, 1994, "started a round of meeting people who had hidden me from the Germans. Continued until about 2 a.m. - and the next day.

"September 2: Took part in an 'exposition' in Rebecq, with Glenn Miller music!

"September 3: Al headed a convoy of restored cars and 25-30 American combat vehicles, all privately owned. Passed through a dozen villages and stopped in Braine-le-Comte, "where the mayor gave a reception for us and presented us with a large decorated crystal bowl (engraved with a B-24 and

Son avion tombe à Ronquieres, il est cache dans la région  
**Alfred Sanders est revenu en «pèlerinage»**



the town seal), a plaque, books, flowers, chocolates - too much to list.

"September 4: Mayor's reception at Rebecq City Hall - more gifts!"

One gift: a chest, handcrafted of wood from the tree crushed by Al's B-24, and filled with parts of the plane!

A special gift came from the mayor of Braine-le-Comte, who said:

"My mother saw your plane falling and, like a lot of others, went to the woods with her bicycle. She kept, as a souvenir, plexiglass pieces from the cockpit."

They were made into crosses "worn by women, as jewels, right before the Germans' eyes. This was a way to express their feelings and to commemorate the Allied pilots killed and captured."

His mother had her two crosses for 50 years, he said. "Please take them back home."

## Aerial Photos Help Find a Dud

LUDWIGSHAFEN, Germany -

About 10,000 people had to temporarily leave their homes on Oct. 19 while experts defused a bomb dropped by a British plane during World War II.

The 1.8-ton bomb, found by police officers using metal detectors, was located with the help of aerial photographs taken by British warplanes.

People living near the site were evacuated for three hours while experts rendered the bomb harmless.



# *Al Sanders tells us about facing a Luger*

I have been close to a couple of Canadians who happened to be on the "Phantom train" with me. One is Stuart LesSie, RCAF and the other is Jake Thurmier RCAF. In my opinion, Jake was a real hero. While the (POW) train was stalled at the North Station (in Paris) Jake secretly opened the side door three times and allowed five of us to escape. Two went the first time, two the second and I the last time. Jake elected to stay behind because he was fluent in the German language and could tell the other POW's what the Germans planned to do.

Henry Wolcott and I were staying at the home of Maurice Vastensager when we were betrayed the first time. The person I have questions about was P. CALAME-ROSSET member S.R.A. # 2666. He was known to live at 2 addresses. He contacted my friend Melchoir Resteau of Braine le Comte and said he was a functionary at the Swiss Embassy. He could set us up so that we could go to Switzerland. He told Resteau that he was to meet a girl called Anita at the cemetery and she would give the pass word "there are not many rabbits for this time of the year". Resteau met her and escorted her to the place where we were staying about 7 AM. She and a man came in and announced that we would be driven to the Swiss Embassy to get papers for our secure and safe passage. We got in the car but we didn't go to the Embassy. We went

down a side road into a roadblock manned by just one German soldier. When he raised his weapon the driver stopped and after a brief conversation with Anita he got in the front seat and faced us with his pistol pointed at us. The strange thing is she anticipated this act because she got in the seat with me and Wolcott at the house. She knew that she was going to pick the soldier up. We arrived at a large farm house being used as a field hqtrs for the Germans. She and the soldier got out and went inside. A soldier on the gate was left to guard us. At this moment a low level bomb raid began and the gate guard ran to the bomb shelter. After a few seconds I grabbed the driver by the shoulder and yelled --"alle Vite Vite " I Don't know why, but he responded and we went out of there in a cloud of dust. After driving around a while he said something about "safe house" and we ended up on rue de foret in Brussels. He took us in and then left. We never saw him again. Was this driver working for them or us?? The question, who was Calame working for?

We had been at the rue de Foret address (actually, Chausse de Foret) about a week when a man and a woman and a small boy came to the house. This was Prosper DeZitter, one of the most famous and brutal double agents. He talked to the people at the house and referred to us and ended saying we would go to the Palace of Justice and have photos made and passports - to of all places Bulgaria. There were a total of 5 Americans at the house. Some one else who proved to be with the Comete Line took the other three out of the house before De Zitter could have us picked up.

One morning a man dressed in a gray suit with a brief case etc., came in and said "we go for the passports!" Wow, did we fall for that one. Away we go to the prison at St. Gilles via a stop in the Palace of Justice. He took us up the steps of the Palace and to the door of an office. He opened the door and said "go in". We did, and he slammed the door. Startled, I turned toward the other side of the room and found ourselves facing a German officer with a luger pointed directly at us. He said "come" so we went, he said, "for your information you are now a prisoner of the German Gestapo take off your clothes".

DeZitter's little finger on his left hand was missing and he wore a prosthesis device to try to hide it. He had ravaged the tanks of the Comete Line by pretending to be a good guy but really was selling us to the Germans.

Alfred M. Sanders  
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## NEW MEMBER HAS CHINA STORY

*China, Up and Down* is a new book by a new AFEES member from New Hampshire: John T. Foster of Keene. An autobiography of sorts, a dramatic description of B-24s battling the notorious "Hump" and eventually attacking the Japanese Navy from wavetop heights, and the first documented history of the "Flying Tigers", the only heavy bombers in World War II. The book was released October 1st.

A pilot, Foster's B-24 was one of four shot down over Hankow in 1943. Bailing out the top of his burning plane, he landed in Jap-held territory and was "brought out" by Chinese guerrillas.

The 250-page book identifies the B-24s, their serial numbers, their "nose art" names and their crews that served in the 308th Bomb Group from 1943 into 1945. The names of all combat casualties is another of five documented appendices.

A hospital executive for 35 years, Foster began his research six years ago. His book was to be introduced at the 14th Air Force Association annual meeting in Long Beach, California.



## AFEES Visit Canadian Branch Convention

Five AFEES members and four wives attended the 30th anniversary Annual General Meeting of the Royal Air Forces Escaping Society (Canadian Branch) at the Royal Brock Hotel in Brockville, Ontario, September 25-28.

Those present were John and Etta Chernosky, Howard and Jeanette Harris, Ralph and Bette Patton, Jack and Mary Jane Stead and Dick Smith. Also present was Yvonne Daley, who considers herself to be "one of the boys" but whom we consider to be one of our honored Helpers.

The three-day meeting opened with a cocktail hour reception Sunday evening, Sept. 25, where the Helper guests were introduced. Helpers at the reception were Mme. Amanda Desir-Stassart of Brussels, Belgium and her husband, Marcel. Amanda had helped RAFES members John Dix and Elmer Dungey who were present, and M. Michael Tabarant of Tournai, France, who was accompanied by his wife Therese. Mr. Tabarant was the Helper of Fletcher Taylor of Toronto.

On Monday afternoon Ross Weins conducted his usual spirited auction which raised over \$3,000 for the Canadian Helper fund. AFEES member Dick Smith served a very successful stint as guest auctioneer. After the auction those who had been on the May visit to France viewed a video tape of that most successful trip.

On Tuesday morning one bus load of attendees paid a visit to Upper Canada Village, a presentation of life as it was in Canada in 1866.

Guest speaker at the annual banquet was Frank Dell, chairman of the Royal Air Forces Escaping Society in London. Bob Adams, president of the RAFES (Canadian Branch) asked Ralph Patton to introduce their guest speaker. Ralph commented that the unique relationship between our three countries was evidenced by a "Yank introducing a 'Brit' at a Canadian meeting."



**FILM TALK** -- At the 8th AFHS meeting in San Diego, plans were discussed for preparing a documentary on escape and evasion for network television. From left, Ralph Patton, AFEES Chairman; George Baker, Chairman/CEO of Intrepidus Productions of Santa Monica, Calif.; and Scotty and Clayton David.

## E&E Documentary Planned by Hollywood

George Baker, Chairman/CEO of Intrepidus Productions of Santa Monica, Calif., has approached AFEES about doing a documentary on Escape & Evasion for the Arts & Entertainment or Discovery TV networks.

Mr. Baker met with Ralph Patton and Dick Smith at the RAFES meeting in Canada on September 26 and with Ralph Patton and Clayton & Scotty David at the 8th AFHS meeting in San Diego on October 7.

Mr. Baker is an enthusiastic entrepreneur who became interested in E&E when he read the Canadian book *The Evader* by Emerson Lavender and Norman Schiff who, by the way, are cooperating with Mr. Baker. Mr. Baker had been in touch with Harry Dolph and his editor before Harry's death.

Mr. Baker wants to film a six-hour documentary that can be broken up into smaller segments for TV use or for CD-ROM. He hopes to distribute some or all of this documentary to schools, museums, libraries and veterans groups.

He has spent considerable time and money on this project and is currently

negotiating with TV companies for further financing. It is expected that the project will take over one year to complete.

Those of us who have met with Mr. Baker have been impressed with his energy and his dedication to the project and have assured him of our willingness to help him present the E&E story in the proper perspective. He has suggested that he would volunteer a donation to AFEES and RAFES (Canadian Branch) for our participation.

## Visitors from Belgium

Peter and Tans Dietz, Hollanders now living and retired from Honeywell in Belgium, were visitors with Claude and Shirley Murray in Phoenix during late October 1994.

It was Peter's mother who hosted Claude for six weeks in October and November of 1944 at their home in Naarden, The Netherlands. Claude evaded for seven months with the Dutch Resistance that winter.



# Additions to our list of members & friends since rosters were last published

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## Disabled veterans receiving bigger checks

**WASHINGTON (AFNS) —**  
Service-disabled veterans will receive a 2.8 percent increase in their compensation payment effective Dec. 1, the Department of Veterans Affairs announced.

The cost-of-living allowance was included in legislation signed by President Clinton Oct. 25. Veterans

will begin receiving the higher payments in their January checks.

More than 2.2 million veterans are affected by the increase. Their monthly compensation payments will now range from \$89 for a single veterans with a 10 percent disability rating to \$1,823 for a single veterans with a 100 percent disability rating.

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# Carpetbaggers Present 8AFHS Program

By RALPH PATTON

Twelve AFEES members and nine wives attended the annual reunion of the 8th Air Force Historical Society at the Town & Country Hotel in San Diego, Calif., on October 7-8-9, 1994. Those present were: Claude & Shirley Murray, Ruben Fier, Clayton and Scotty David, Bob & Louise Starzynski, James & Mrs. Gribble, Jim and Dolly Heddleson, Frank & Sybil McDonald, Richard Thiriot, Ralph Patton, Francis and Eleanor Heekin, Bob & Betty Harrington, and friend member Ira and Norma Weinstein.

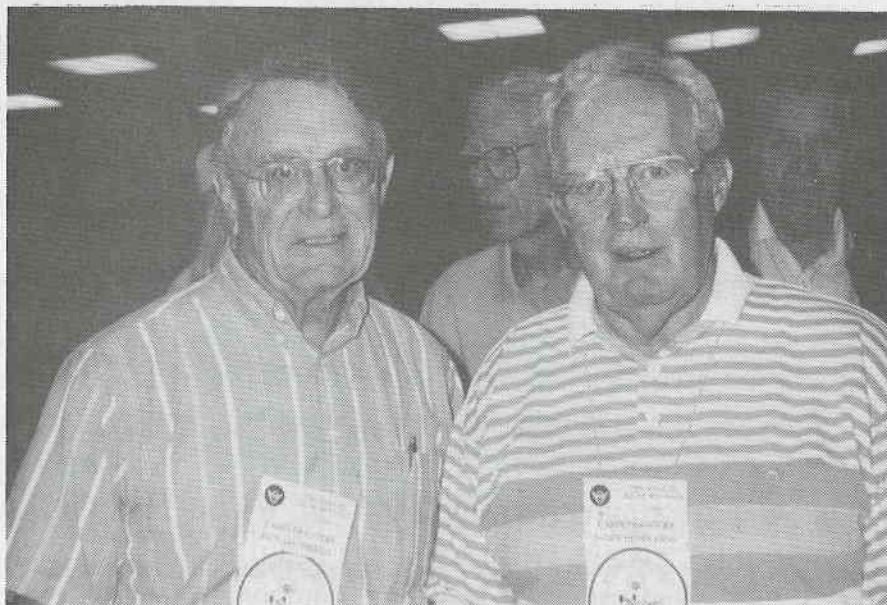
One of the highlights of the three-day program was a symposium by a panel of veterans of the 801st and 492nd Bomb Groups who were code-named "The Carpetbaggers". These units, formed in the fall of 1943, were organized and trained specifically to fly clandestine missions in support of underground units in the occupied countries.

Flying blacked out, practically unarmed B-24s, they dropped leaflets, money, agents, arms and ammunitions from Sweden to southern France. In addition, they picked up a few evading airmen. You are probably wondering why you were not one of the lucky ones?

At the general membership meeting Lt. Gen. Buck Shuler reported on the progress of the 8th Air Force Heritage Center at Savannah, Ga. Financing is in place, grading has been completed, and actual construction of the building will begin shortly.

AFEES has pledged \$100,000 toward completion of the project. For our support, Escape and Evasion has been promised proper recognition. No museum in the U.S. has recognized Escape and Evasion as an important part of the Air War in Europe. We hope

The 8th Air Force Memorial Museum Foundation (the educational arm of the 8th Air Force Historical Society) project to build a replica of a WWII 8th Air Force Control tower at the Air Museum is on schedule. The basic building for this \$250,000 project



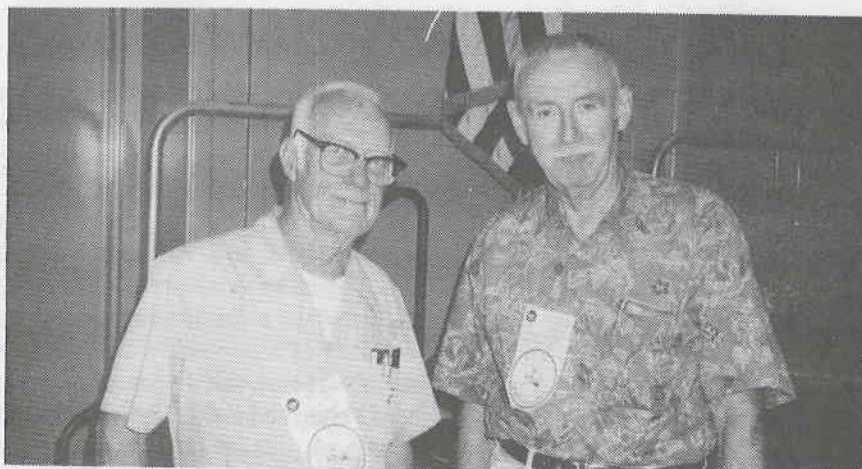
**VETERANS --** Richard V. Thiriot, shown at left, and James J. Heddleson, AFEES members and Carpetbaggers, attended the 8th AFHS meeting in San Diego, Calif. Heddleson was a member of the Carpetbagger panel at the convention in September.

will be completed in November with the official dedication scheduled for April 22, 1995, at the Air Force Museum at Dayton, Ohio.

The 1995 reunion of the 8th AFHS will be held at the Adams Mark Hotel in St. Louis, September 6-10. The 1996 reunion will be at the Clarion Hotel, Orlando, Fla., October 2-6.

The latest 8th AF video documen-

tary was on sale at the 8th AFHS PX. Titled *Behind The Wire*, it is a well-told story of POW life in the prison camps of Germany. Clayton David, Harry Dolph and Ralph Patton have a few minutes exposure to tell some of the E&E story. Look in the next issue of the 8th Air Force News for how to buy it and watch your Arts and Entertainment channel schedule for its airing.



**CONVENTIONEERS --** Carpetbagger Frank G. McDonald, left, visits with Rene J. Defourneaux, a French agent dropped by Carpetbagger aircraft into France during the war. Defourneaux now resides in Indianapolis, Ind.



## Escape & Evasion Society

9 GEORGIA PARK

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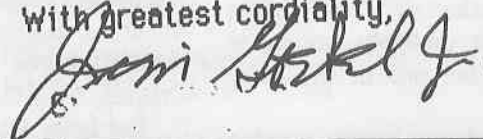
JAMES J. GOEBEL JR.  
PRESIDENT

GENTLEMEN AND LADIES OF AFEES-----

Hope this finds you in the best of health and spirits. Right now life in the States is concerned with the celebration of Thanksgiving Day; a day when we thank the Almighty for the many blessings he has bestowed on America. Naturally, this triggers preparations for the Christmas season and generous giving of one's possessions and self and a great importance placed on the family and each member there-in. At some homes you can view as many as fifteen to twenty cars indicating the size of a particular family gathering. We all feel that these gatherings are all too infrequent just as we feel about our AFEES annual affairs.

I've received word that it's planned to reduce our hosting of our beloved helpers at the annual AFEES reunions. This is in direct opposition to the wishes of the AFEES membership, its officers and board of directors. We will continue to host our helpers at our reunions in the same manner as has been practiced in the past and has been defined by Clayton David when he held the presidency of AFEES. AFEES will never be guilty of mistreating, belittling or embarrassing a Helper in any manner what so ever. My God! They are our saviours; acting in our benefit at the time of our greatest need. Please assure all Helpers that you might have contact with of AFEES unending allegiance in their behalf.

With greatest cordiality,



### *In the Footsteps of a Flying Boot*

On the Munster mission, October 10, 1943, Art Horning bailed out of his burning B-17 over Holland and for the next four months evaded the Germans. Learning Dutch phrases helped him buy railroad, bus and ferry tickets and, at crucial times before he found help, kept him from being a POW.

The trials and tribulations of the author and helpers are recounted, especially when going over the Pyrenees on Christmas Eve with evaders Jim Burch, (who was lost by drowning), Lloyd Stanford and Bob Grimes.

He returned to the U.K. on February 1, 1944.

There are interesting stories of all his crew members, some of whom

almost made it. It is believed this is the first time a whole crew's stories have been told.

There are many short biographies and pictures of his helpers including Lotty Ambach and Amanda Stassart, who are well known to our membership.

This is a book suitable for the bookshelf of a member of AFEES as it has an abbreviated history of the organization and also of the Flying Boot insignia. A supplement tells about the formation and operation of EVA, an underground cell in Brussels with which many members are acquainted.

All in all, this is a very interesting and informative book covering many aspects of evasion in war time.

### About the Author

Arthur Horning was born in Cleveland, Ohio, where he attended South High School, graduating in 1933. He worked his way through Ohio University in Athens, Ohio, graduating with a BSC degree.

When war broke out for the United States in 1941, he enlisted and served as a bombardier-navigator in the 8th Air Force and was subsequently forced to bail out of his burning b-17 on a mission to Munster, Germany, in 1943.

Mr. Horning evaded capture, returning to his home base some four months later. This event has now become the subject of his first book, *In the Footsteps of a Flying Boot*.



# U.S. Pilot Returns To France

(Translated from the French)

"He really loved veal with noodles! You can ask him!" How do you say "veau" in American English? A pocket dictionary comes to the rescue. Alfred Turlington Howard hasn't forgotten. He smiles. After fifty years, he has kept intact his memories of France, when Irene Bineau saved him from the Gestapo by hiding him in the town hall of Irais, a tiny community in northern Deux Sevres. It was in 1944.

Irene Bineau also remembers this year, when she lodged American aviators. "I had two of them at first. The network of the Resistance had asked me to hide them for two weeks. I accepted. In fact, they stayed four months. Ultimately there were five of them..."

Alfred Turlington Howard, pilot, had been shot down by the Germans in January of 1944. At first hidden in Niort, he was then entrusted to Irene in February. "He was accompanied by the sub-prefect and the captain of the Parthenay police force. Before their arrival, at a railroad crossing in Airvault, they fell upon the Germans who were waiting for a train. But they were lucky seeing the official car of the sub-prefect, the Germans stood at attention to let them pass by!"

The town clerk in Irais, Irene Bineau, hid the aviators in the room next to the office. "Sometimes the Germans came to the town hall...If they had only known that behind the partition there were five Americans! Of course, we were careful. The village wasn't informed, aside from a few people. It was better that way! It wasn't always easy to feed them. Since I was the one who distributed ration tickets, I could take advantage of it, but if I had been on my own in getting something to eat, it would've seemed suspicious. I was helped by the mayor, Mr. Piet, and Mr.



**REUNION** - In front of the town hall of Irais, the town clerk and the American pilot meet again, 50 years after their last day together.

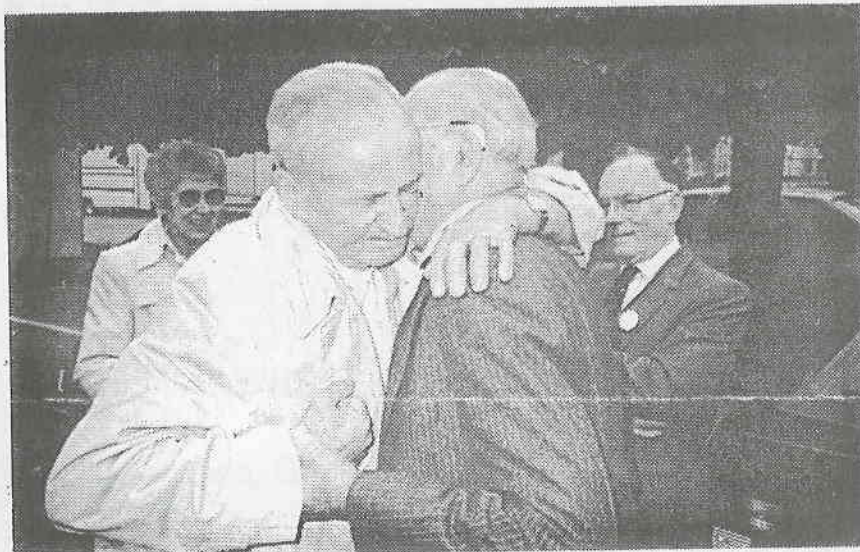
Hullen, who brought me meat, bread, milk..."

Finally, on Ascension Day, May 12, 1944, Alfred Turlington Howard and his four clandestine friends left.

The aviator can now tell the sequel, fifty years later. "The train took us to Tour where someone was waiting for us. At that point there about ten of us Americans and we had to do, from a distance, everything that this person was

doing. We were thus able to go to Vierzon, where three of us were arrested, then to Bourges where three others were caught. Finally a train took us to Toulouse to meet up with the other Americans or Australians before crossing the Pyrenees on foot in order to leave France..."

On Ascension Thursday, half a century after his departure, Alfred Turlington Howard was back in Irais.



**FIFTY YEARS LATER** -- On the occasion of the 50th anniversary of the Allied landing in Normandy, some emotional reunions permitted an American pilot shot down near Crevecoeur-le-Grand to relocate his Helper of the period. With tears of joy in their eyes, George Buckner of South Euclid, Ohio, and M. Cocuelle, resident of Crevecoeur-le-Grand, properly celebrate their meeting again after 50 years.



# Herman Bodson needs help

My name is Herman Bodson, Route #1, Box 13 Taos, New Mexico 87571, Tel.: (505) 758-9782. I am a member of the AFEES as a former helper for 17 U.S. airmen and author of a book published by Texas A&M

## *Agent for the Resistance*

### A Belgian Saboteur in World War II

Herman Bodson

This inside account of the Belgian resistance in World War II traces the author's transformation from pacifist student to, in his own words, "a fighter and a killer."

As German troops advanced, Herman Bodson and a group of friends entered the resistance movement and began five years of privation, danger, and, for some, torture and death at the hands of the Gestapo. An expert in explosives and sabotage, Bodson later organized a group of fighters that blew up military trains and installations (including a bridge whose destruction killed some six hundred German soldiers), cut German communication lines, and rescued downed American fliers. The book concludes with a narrative of his post-war role in bringing traitors to justice.

Bodson's inside account of the Belgian underground provides insight into the intellectual and emotional responses that have led to the birth of underground movements in many nations.

HERMAN BODSON was born in Brussels. He holds a doctorate in chemistry from the Université Libre de Bruxelles. After the war he lived for a decade in the Belgian Congo, now Zaire, then came to the United States to join the faculty of Lake Erie College in Painesville, Ohio. Now retired, he lives in Taos, New Mexico.

University Press, *Agent for the Resistance*.

I am currently doing research for a second book that will be devoted to escape, evasion and the relations between the underground, escape lines, and patriots in Holland, Belgium and France. It will deal with the German occupying forces, their methods, and the use of traitors at their service. I am in need of material from original sources after having read all that I could find on the subject. I need personal stories that now, after 50 years, may be safely released.

I need these stories in order to perpetuate and keep alive the spirit of freedom.

We cannot let our past experience and mistakes go without leaving our mark, without leaving traces that should help in the future if, God forbid, a need should arise again. As a former saboteur in Belgium, under orders from Special Operation Executive, London, (Head of a group of Service Hotton, Engineers for Belgium Secret Army) I am familiar with the problems and dangers.

I ask AFEES members to send me their unpublished stories about what happened to them from the moment they had to bail out until the time they were back to the States.

Now ---

## *They teach survival!*

FAIRCHILD AFB, Wash. (AFNS) — Beginning in fiscal year 1996, Air Force, Navy and Marine Corps aircrews will all stop here for survival training.

The Department of Defense is consolidating survival, evasion, resistance and escape training courses for fixed-wing and helicopter crewmembers, saving about \$1.5 million annually.

The consolidation is based on a review of military training structure. The review focused on eliminating redundancies and saving money, said Navy officials in announcing the consolidation here Oct. 13.

Army survival training will remain separate. Since no single location could accommodate the large number of students requiring training, it was more cost effective to leave the Army's school at Fort Bragg, N.C., officials said.

The Navy will close its survival schools at Brunswick, Maine, and North Island, Calif., and transfer some of the equipment from those sites to Fairchild.



"As far as I can tell, the computer system went down when Prebish stepped on a crack in the sidewalk."

## FOLDED WINGS

These men were on the last published roster. They have not been reported deceased in the newsletter. This list is difficult for us to accept and have complete. You can help by notifying Clayton and Scotty David when you have such information. Then we can think in terms of "A Job Well Done." We will meet on the other side.

Col. David C. Besbris, Manhattan Beach, CA	April 2, 1993
Mr. Emerson Branson, Bradford, OH	Nov. 4, 1993
Col. Lawrence R. Casey, San Antonio, TX	Dec. 7, 1988
L/C. Allen J. Chaplin, Scottsdale, AZ	
Mr. Harvey S. Clapp, Fulton, MO	Dec., 1993
Mr. James P. Clarendon, New York, NY	Oct. 22, 1992
Mr. Benjamin L. Clark, Pineville, LA	March 10, 1991
Mr. Kermit Q. Cooksey, Huntington, WV	Jan. 17, 1991
Mr. Clayton E. Davis, Shalimar, FL	Mar. 9, 1991
Mr. David A. Donovan, Bayonne, NJ	Aug. 2, 1993
Mr. Westwood H. Fletcher, Holmes Beach, FL	Jan. 1, 1993
Mr. Joseph P. Gonet, Austin, TX	1991
Mr. Oscar K. Hamblin, Kennewick, WA	July 21, 1993
Mr. Marino Hannesson, Hansel, ND	July 4, 1993
Mr. Lester J. Henderson, Colton, CA	Mar. 3, 1993
Mr. Walter L. Helderfer, Brooklyn, OH	Oct. 27, 1990
Mr. Wm. A. Hoffmen, Palm Harbor, FL	Apr. 17, 1992
Mr. Walter D. Jensen, Jr., Grosse Point, MI	Oct., 1992
Mr. William R. Laforce, Orinda, CA	Dec. 5, 1993
Mr. Richard A. Lamie, Manchester, CT	
Mr. Donald M. Lewis, Cave Junction, OR	April 25, 1991
Mr. William L. Olsen, Woodland Hills, CA	June 24, 1991
Mr. John W. Pidcock, Hayward, CA	Aug. 21, 1991
Mr. Joseph E. Powers, Lynn, MA	Mar., 1994
Mr. Herschell Richardson, Lake Placid, FL	May 15, 1994
Mr. Robert Ripps, Wyomissing, PA	July 1, 1991
Mr. Robert A. Schwartzburg, Hartland, WI	Dec. 1, 1987
Mr. Allen E. Seamons, Pueblo, CO	Oct., 1992
Mr. A. C. Earl Sheperd, Stone Mountain, GA	Dec. 3, 1993
Mr. Orion H. Shumway, Cobleskill, NY	Dec. 16, 1993
Mr. Joseph W. Skarda, Hazen, AR	1994
Mr. Russell Tickner, Conroe, TX	Aug., 1994
Mr. Garnett T. Tunstall, Silver Springs, MD	Nov. 8, 1993
Mr. Roy M. Walker, Vass, NC	Dec. 6, 1993
Mr. Alfred E. Wendt, Oak Harbor, OH	Mar. 27, 1992
Mr. Alfred Yavorosky, Shenandoah, PA	Oct. 15, 1992





ONCE MORE -- Jim Wilson of Waterloo, Iowa, holds his crew photograph and wears his aviator's cap for the first time since WWII. He flew B-17Gs and was shot down behind enemy lines in the Netherlands.

## DUES...

### *Are yours current?*

Check the date in the lower left hand corner of your membership card. If it shows "paid to 1995," you have paid through 1994 and should send in \$20 before February 1, 1995 to take care of 1995. Your check will be recognized by letter and a new membership card. If the date is older than 1995, please do what you can about bringing your dues up to date. *We prefer not to drop anyone.*

Many of our members have found the easiest way to catch up on back dues and not have to bother with paying them each year is to send a \$100 check payable to AFEES for a "Life Membership." Mail checks to: AFEES, c/o Clayton C. David, 19 Oak Ridge Pond, Hannibal, MO 63401-9445. Telephone 314/221-0441.

## THE EDITOR HAS THE LAST WORD

WICHITA FALLS, Texas -- Remember how it felt to be drafted a half century ago? I had a similar feeling when Clayton David and Ralph Patton asked me to take over as editor of the AFEES newsletter. At least, I hope nobody will be shooting at me this time.

Some years ago, I mentioned to Clayton that I had made a career of the newspaper and printing business. He must have filed that bit of trivia in the computer of his brain because when it became necessary to locate a replacement for the late Harry Dolph, Clayton called me.

Beginning with this issue, the *AFEES Communicator* will be coming to you from Wichita Falls, Texas, the home of Sheppard Air Force Base, oil wells, cattle and thousands of mesquite trees. Some of you will have mixed feelings when you recall your days of basic training at the old Sheppard Army Air Base back in the 1940's. You will be interested to know that the base has expanded with the downsizing of the military.

Chanute and Lowry have pretty well moved to Sheppard. Besides serving as home to the 82nd Training Wing, the base now trains NATO pilots. The T37s and T38s buzzing around here now are quite different than the Stearmans and Fairchild's of our era!

Actually, I couldn't refuse Clayton's request. After all, we both started out as Kansas farm boys and both graduated from Kansas State College (now KSU) before the war.

My wife Ruth (whom I met while washing out of pilot training at Jackson, Mississippi, in late 1942) and other family members have agreed to help. All I can promise is that we will give it our best shot to produce an informative and interesting newsletter in the tradition that we inherited from Harry.

To achieve that goal, we must depend on contributions from you members, our helpers and our friends. We not only need personal account stories, but we can consider about anything that might be of interest to those of us who came back from a combat mission via the overland route.

Stories and articles concerning World War II, especially those involving the Army Air Corps, evasion and escape adventures, as well as about anything relating to the air war in Europe, could be useful when it comes to filling up the pages.

Some of you are already saying, "But I'm not a writer! I don't know what to do." Let me assure you that NOW is the time to get your memories and thoughts recorded, either on paper, tape recorder, video tape, or whatever. My flippant answer to people who say they can't write goes like this: "It's easy. There are only 26 letters in the alphabet. Just get them lined up in the right order." JUST WRITE LIKE YOU TALK!

If you have yarns, clippings, stories that you think might be worth sharing with other AFEES members and readers, send them along to Clayton or Ralph or me.

With your help, we can continue to make the AFEES newsletter a valuable tool in maintaining the comradeship and fellowship of our organization. Hey guys, we did it 50 years ago! Let's keep the spirit alive!

I recently saw a cartoon of two old soldiers loafing on a bench at the mall. One says to the other, "At first, we didn't want to talk about the war. Now nobody wants to listen." Don't believe it - a lot of people want to listen.

My phone number is 817/692-6700. If you have a burning desire to chew me out over one of my goofs, feel free to call. We don't have an answering machine, so a dry run is free. In 40+ years as a newspaper editor, I have been called about every bad name in the book. I am not a virgin when it comes to taking criticism.

May each of you and your loved ones have a Happy Holiday Season!

*Larry Granerhoff*

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Lapel Pin 3/4" Pewter .....	6.00
Cloth with Metallic Thread (New Item).....	5.00

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Blue with Metallic Thread (New Item).....	15.00

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Lapel Pin, Blue and Silver .....	6.00

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<i>The Evader</i> by Harry A. Dolph .....	\$18.95
<i>In the Footsteps of a Flying Boot</i> by Art Horning .....	13.00

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# AFEES Membership & Life-Membership Application Form



Regular A.F.E.E.S. membership is \$20.00 per year, including first year. Includes all rights and privileges.  
Life-Membership is \$100.00 with no annual dues or assessments. Includes all rights and privileges forever.

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

Duty Info: GROUP \_\_\_\_\_ SQDN \_\_\_\_\_ AIR FORCE \_\_\_\_\_ CREW POSITION \_\_\_\_\_

WIFE'S NAME \_\_\_\_\_ TYPE AIRCRAFT \_\_\_\_\_ WHERE WENT DOWN \_\_\_\_\_

WHEN, DATE \_\_\_\_\_ HELPERS \_\_\_\_\_

NOTE: Use extra sheet of paper if necessary. Give all the details you can

Tell briefly the names of crew members and Helpers:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Enclose check or Money Order, a **TAX DEDUCTIBLE** contribution for paid up dues.

**Send to: Clayton C. David, Membership Director, 19 Oak Ridge Pond, Hannibal, MO., 63401-9554 U.S.A.**

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